

THE EVENING STAR
PUBLISHED DAILY EXCEPT SUNDAY
AT THE STAR BUILDINGS,
1101 Pennsylvania Avenue, Cor. 11th Street, by
The Evening Star Newspaper Company,
S. H. KAUFFMANN, Pres't.
New York Office, 49 Foster Building.
The Evening Star is served to subscribers in the
city by carrier, on their own account, at 10 cents
per week, or 44 cents per month. Copies at the
country rate of 15 cents per copy. The Star is
delivered to subscribers in the United States and
Canada—postage prepaid—50 cents
per month.
Saturday Quotable Sheet, \$1 per year, with
foreign postage added, \$3.00.
The Star is published at Washington, D. C.,
as second-class mail matter.
All mail subscriptions must be paid in advance.
Rates of advertising made known on application.

POSTSCRIPT

DEFENDER FINISHES

The American Yacht Sails Alone
Over the Course.

WITHDRAWAL OF THE VALKYRIE

Lord Dunraven Gives a Statement
to the Public.

THOUSANDS DISAPPOINTED

3:33 p. m.—Defender has gone about on the port tack and is headed for the finish.
3:25 p. m.—The wind has lightened considerably in the last half hour and Defender is not footing as fast as when first seen coming out of the fog.
She is still some distance from the finish line.

Defender Crosses the Line.
HIGHLANDS, September 12.—Defender finished at 4:01:35.

LORD DUNRAVEN'S STATEMENT.

Withdraw Because of the Interference of Excursion Boats.

NEW YORK, September 12.—The Valkyrie has returned to Bay Ridge. Arthur Glennie, Lord Dunraven's representative, and authorized by Lord Dunraven to speak, stated that the reason for not racing was interference from excursion steamers. He sent a letter to the American cup committee yesterday, as already detailed by the Associated Press, to be opened after the consideration of the protest, saying that if he could be assured of a clear course he would sail, otherwise not.

He merely crossed the line to make a statement.
Continuing, Commodore Glennie said: "I cannot tell you whether the cup committee did or did not receive Lord Dunraven's letter. But, the substance of it was that he would not sail unless he was guaranteed a course free from interference, which he thinks he has not had thus far. Had we been assured that the course would be kept clear for even five minutes before the starting time, we would have sailed. We went down to the line and acted honorably. We went across, so as to make it a race and then as you know, we returned. It was necessary for us to cross the line in order to make it a race."

"His lordship, at the time of challenging, as you must know, gave the committee to understand that he preferred a course off Marblehead to one off Sandy Hook, for several reasons. But, this suggestion was not adopted."

"When Lord Dunraven was asked this morning if there was not a fair chance, he answered 'yes,' but in reply, he asked what it would be for the finish."

"In regard to Lord Dunraven's future movements, Commodore Glennie said he knew absolutely nothing."

THE VALKYRIE WITHDRAWS.

The British Yacht Retires From the Race.

HIGHLANDS OF NAVESINK, N. J., September 12.—There was a slight disappointed appearance hereabouts this morning when the sun first struggled through the gray clouds on the horizon and half smiled at the small fleet of schooner and other yachts anchored in and about the horseshoe. Everybody and everything seemed to be aware of the fact that it was the day for the third, and possibly last, race in 1895 for the America's cup, and yet, somehow, the sparkle of healthy anticipation usual to such occasions was not in the air.

The unfortunate fog between Valkyrie and Defender, and the vicinity of the race on Tuesday last, the awarding of the race to Defender, and, above all, the fact that Valkyrie was looked upon by many as a hopelessly outclassed yacht, all tended to blue matters up considerably.

But under the gray mantle of clouds hovering over Sandy Hook and its vicinity there was a glimmer of bright sunshine, caused by the report that Mr. C. Oliver Iselin had asked the American cup committee if they had any objection to the Valkyrie's withdrawing from the race, and proposing to Lord Dunraven to resail the triangular race of Tuesday.

The committee, after a few minutes' deliberation, gave a favorable reply, and that another race was in prospect in place of the one awarded to Defender on account of Valkyrie's withdrawal. The committee also decided to make a favorable impression among all true sportsmen.

At this point the Highlands lights, at 7 o'clock, the wind was about S.W., there was quite a little haze about, and the breeze had reached a strength of about 10 miles an hour. The prospects were, since 5 a. m. However, the prospects were, that it would freshen up as the day advanced, and a good sailing breeze was anticipated for the afternoon. The sea was very light, a condition of affairs looked upon as being favorable to the chances of the British yacht.

The Yachts Appear.
Shortly after 9 o'clock the Defender was well outside the Hook, and sailing along under mainmast and staysail. Valkyrie was also under sail and coming through the swash channel.

Defender, in her run out to the lightsail, set a small balloon jib. The wind by this time had not increased in strength to any extent, and was still holding a little south of west.

When Defender, at about 9:15 a. m., was about a third of the way down to the Scotland lightsail, she was again taken in tow. Valkyrie was then just off the point of the Hook, about three miles behind, and was rushing at the Defender.

Valkyrie at 9:20 was outside the Hook, sailing under mainmast, jib and staysail, and Defender was half way out to Scotland lightsail, still in tow.

There did not appear to be very much of a breeze about the Sandy Hook lightsail, although the wind was whistling about the light house towers here at the rate of fully twenty miles an hour, and the schooners were running up and down past this point, although well inshore, had a good breeze, and were footing along at a lively rate. The schooner yachts which had lain all night at the Atlantic Highlands were then passing out by the Hook.

Defender at 9:20 was well out to Scotland lightsail, and not far from her was the Valkyrie. The latter presented a very pretty picture of getting in trim for a race today, as she had her two large headsails set. Possibly she intended to try conclusions with the two racers.

Valkyrie was standing out toward the lightsail about three miles off the stern of Defender. She had her mainmast and large jib set, but the latter was not drawing any, and she appeared to be sailing before the wind with a good breeze, and even though she was trimmed well aft, so that she made slow headway.

The wind at 9:49 a. m. was constantly veering from a little south of west to a little north of it. Both boats were still running before it to the start. Defender had passed out by the Scotland lightsail, and Valkyrie, in tow of a tug, was half way out to that point.

Shortly after 10 o'clock the Defender arrived very near the starting line, but Valkyrie was moving very slowly out to that point, and at the rate she had been going during the last half hour she did not seem likely to reach Sandy Hook lightsail but a very short time before the preparatory signal.

Shortly before 10 o'clock Defender was within a short distance of the lightsail, but Valkyrie was still a good way to the westward of that point.

Excursion boats on hand. The excursion fleet, with its accompanying fleet of steam yachts, tugs, etc., was rushing down through the swash channel and out to the start. In addition, a dozen or more steam yachts were racing out for the starting point of the race.

The wind at 10 o'clock was of north and came blowing past the lightsail in smart puffs. The haze out to sea seemed to be thickening, and the Sandy Hook lightsail could be dimly seen. The side-wheeler Clermont was passing out by the Hook, and was following the other steam yachts.

Contrary to expectations, the excursion fleet today was fully twice as large as on Tuesday. From Scotland lightsail, and through the Narrows, there was one continuous line of boats.

The patrol fleet at 10:20 was already on the ground, and back of it were the big steamers of the Old Dominion line.

Some minutes before 10:30 the committee boat signaled that the course would be kept clear for even five minutes before the starting time, it seemed as if the yachts would have run toward Long Beach and a beat back. The markboat was then dispatched in the direction of Long Beach, the wind blowing about six knots an hour, so far as could be judged, at Sandy Hook lightsail, although it was blowing less in the Narrows.

It was stated here during the morning that, although the official figures were not obtainable, there is no change in the time allowance of 20 seconds which Valkyrie allows Defender.

The Course East by South.
At about 10:40 the committee boat signaled that the course would be D. C. G., meaning east by south, or a run before the wind from Sandy Hook lightsail on a line with the Long Island shore, with the turning mark opposite Short Beach and eight miles from that shore. Both boats then commenced their tactics of jockeying for positions, although the start was twenty minutes off and the Valkyrie had not yet crossed the line.

At 11:00 a preliminary signal was fired, and at 11:10 the starting signal was fired. After some little maneuvering, Valkyrie not hoisting her club topsail and sailing under short beach and staysail, the starting gun was fired at 11:20 and the yachts crossed the line as follows:

The Start.
H.M.S. Defender 11:20:23
Valkyrie 11:21:20
Valkyrie crossed the line without club topsail, and almost immediately after crossing she came around the lightsail on the port tack, and seemed to be out of the race. Defender, however, from here, it seemed as if the excursion fleet had given plenty of room, and not a single excursion boat was seen within half a mile of her today.

According to account pilot boat 19 and according to another account pilot boat 11 blanketed Valkyrie at the start.

In case of a disappointing result, the supreme here. There seems to be little doubt that Valkyrie from the time she left her moorings this morning had no real intention of racing, but went across the line the same time as Defender, in order to establish a race.

The result of the whole disappointment is supposed to lie in Lord Dunraven's letter published today, and in the action of the regatta committee of the New York Yacht Club in supporting Defender's protest against Valkyrie.

Valkyrie Leaves the Race.
Valkyrie was taken in tow, lowered her sails and started back on her way to New York.

SEEN FROM SANDY HOOK LIGHTSAIL
Report Sent From the Steamer Mackay-Bennett.
ON BOARD THE MACKAY-BENNETT CABLE SHIP, Off Sandy Hook, September 12.—The Mackay-Bennett dropped anchor at 8 a. m. to the right of Sandy Hook lightsail, and directly off the imaginary line that the yachts cross in starting and finishing.

At that time the weather conditions were the best that have yet favored the international contest. The haze which during the early morning hung to the bottom of another ocean with an embrace that was more than affectionate defied the breeze for a brief time, but the sun burned the haze in a short time, and there is now a clear outlook.

The line of purple along the horizon melted first into a delicate pink, and afterward to a pale yellow, until it merged itself finally into an almost clear blue sky, with just a suggestion of coloring along the sea line and a few few clouds flying along.

The fresh wind made glad the hearts of all the enthusiasts, and little supplications went up to Providence that it might continue to increase, so that the relative merits of the boats in a good stiff breeze could be determined. And it certainly looked as if it might, for the schooner yachts were going flying past at a lively pace, and the usual fleet of small boats at the fishing banks danced over the water, throwing spray from their bows.

The water conditions were equally as favorable as those of wind, there being but a light swell for such a good, stiff breeze, and only here and there was a

No. 13,268.

WASHINGTON, D. C., THURSDAY, SEPTEMBER 12, 1895—TWELVE PAGES.

TWO CENTS.

SEVERE WIND STORM

The Village of Cape Vincent Struck by a Cyclone.

COLLAPSE OF THE RAILWAY STATION

Fatal Injuries Received by Two Excursionists.

HOUSES LIGHTNING STRUCK

WATERTOWN, N.Y., September 12.—A terrific thunder storm visited this section last night. Wires are down in all directions, and communication was cut off for hours, except on one telegraphic wire. The storm was of such force as to actually sweep the passenger cars from the Rome, Watertown and Ogdensburg railroad near Richlands.

The wind and lightning were accompanied by a deluge of rain. Several farm houses in this vicinity have been struck by lightning and burned. The roads were washed out in places, and fallen trees blocked the highway in many parts of the county. It was the most severe storm in years, although lasting only about one hour.

The cyclone struck the village of Cape Vincent just as a large excursion party en route homeward from the Jefferson county fair at Watertown were about to take the boat for Kingston, Canada. The home, Watertown and Ogdensburg depot collapsed.

George Godfrey and Thomas Arnel of Cape Vincent received injuries from which they died within an hour.

The following were injured: Miss Lizzie McGowan, Fred Strong, Will Rivers and Eugene Fitzgerald, Miss Adelle Denison, Miss Addie Dunham, Miss Adelle Seymour, Miss Rose Stump, Miss Augustus of Cape Vincent, slightly; Miss Fitzgerald, Cape Vincent, internal injuries, probably fatal; Miss Anderson, New York, fractured arm; John Kleckner, Hamilton, Ont., fractured limbs; David Andrews of Pierrepont Manor, left hand badly mangled.

The following business blocks were unroofed: Burdick & Armstrong, C. W. Londraville, L. O. Woodruff, front smashed in; Miss Davis' millinery store, Parker Brothers' store, Miss Kate Walsh's millinery store.

The Rome, Watertown and Ogdensburg railroad was smashed in this direction. Wood. Trees were uprooted. The damage amounted to several thousand dollars.

FLAW IN DURANT'S STORY.

Evidence to Be Brought Forward Against the Prisoner.

SAN FRANCISCO, September 12.—The prosecution in the Durant case have found another flaw in the story told by the prisoner. It was pointed out that the

Blanche Lamont student on the day of the attack on the church, the organist, was suddenly confronted in the church by George King, the organist, he explained his condition of utter physical and nervous collapse by the statement that he had been overcome by gas while engaged in repairing electric wires in the attic.

Durant's class mates at Cooper Medical College will be placed on the stand to show that the prisoner, as well as all of the students, had been taught that the only remedy for partial asphyxiation is oxygen.

Durant would soon have graduated from the medical school, and he would have been ordered a nerve tonic, which nauseated him when he drank it, if he had really been suffering from the effects of gas.

The prosecution also showed that Durant's hat and coat were not in the library when he returned from the church to the church to the library, where it had been his habit to place them while working in the church.

FRANCE AND SWITZERLAND.

Termination of a Tariff War That Has Lasted Four Years.

The State Department has been placed in possession of the particulars of the understanding recently arrived at between France and Switzerland through a report made by Consul Germain of Zurich. This is in the shape of a modus vivendi rather than a treaty, and it marks the termination of a tariff war between the two countries, which has been in progress for the past four years.

France appears to have made a quite general reduction on articles imported to that country from Switzerland, while Switzerland agreed to withdraw its special tariff against France, made concessions on special imports from the French district of Gex, and also agreed to changes in the control of the forests situated on the Franco-Swiss frontier, retaining its general tariff without alteration.

The agreement has been ratified by both the French senate and the French chamber, but has not been acted upon by the Swiss federal assembly.

A Duluth Bank Fails.

DULUTH, Minn., September 12.—The Iron Exchange Bank of this city has gone into liquidation. It is in charge of John E. Merritt. It has been doing an unprofitable business for some time. Its capital \$100,000, and the deposits amount to about \$20,000.

Slight Earthquake in Spain.

MADRID, September 12.—A slight shock of earthquake was felt today at Granada and Yola Malaga. The disturbance lasted four seconds. No damage was done.

THE FINANCIAL SITUATION.

No Special Change Today—Pleasant With the Syndicate's Aid.

There is no special change in the financial situation today. The action of the bond syndicate in depositing \$3,000,000 yesterday to recruit the gold balance is highly gratifying to treasury officials, from Secretary Carlisle down. It is generally accepted as a clear indication of the purpose of the syndicate to use their best endeavors to keep the reserve up to the \$100,000,000 mark, and to maintain the list of creditors, whose contract expires. It is not likely that they will make any further deposits after that date, and there is a feeling of hope that the gold balance will then be able to maintain itself through legitimate trade without outside assistance. The syndicate's gold reserve is now stated at \$36,370,000.

FLYING TOWARD THE OCEAN.

11:28 a. m.—Defender is flying along like a white swan before the wind, and the fleet following her is having a hard time to keep up with the American yacht.

11:50 a. m.—There is no doubt that Valkyrie is going either to Bay Ridge or to Erie Basin. Half the excursion fleet is with her and the other is either undecided or started after Defender. The latter can be dimly seen in the fog. She appears to have taken in her spinnaker, and the committee boat is apparently trying to catch up with her.

12:12 p. m.—Defender appears to be still standing away, although without her spinnaker. She should turn the mark at about 1 p. m.

Valkyrie is now half way between Scotland lightsail and Sandy Hook. The air

is very clear and the Long Island shore can be seen for some distance.

12:21 p. m.—Defender is now well down to the outer mark and can still be seen from this point. She is sailing along without effort under mainmast, club topsail and two headsails. The Valkyrie is in line between this point and Manhattan Beach and the press boats are surrounding her and the reporters are playing Lord Dunraven and his friends with questions.

12:45 p. m.—Valkyrie is now headed up through the main ship channel and is about three miles this side of the Narrows.

QUARANTINE, September 12, 1:24 p. m. Yacht Valkyrie in tow of tug E. M. Willard, passing Quarantine, bound in.

FAR ROCKAWAY, September 12, 1:24 p. m.—Nothing can be seen of Defender from this point, as the fog shuts out all view of anything in the vicinity of the mark boat.

HIGHLANDS, September 12, 1:28 p. m.—Valkyrie has disappeared through the Narrows in the direction of Bay Ridge.

The wind once again comes light from the westward out near the lightsail, and there is scarcely any wind at all. In fact it seems to be perfectly calm. The Mackay-Bennett still lays alongside the lightsail; nothing can be seen of Defender. She has disappeared in the fog.

The tug Commander is now alongside Valkyrie off Bay Ridge.

HIGHLANDS, September 12, 1:50 p. m.—Defender came about a moment ago, and is now standing towards Long Island on the port tack.

Turned the Outer Mark.

2 p. m.—A dispatch from Fire Island says that Defender turned the mark at 1:40, approximately.

FAR ROCKAWAY, September 12, 2:12 p. m.—Defender can be seen headed for the finish line, and about five miles from it. She was on the starboard tack, but has gone about, and is now on the port tack. A steam yacht preceded her, and a portion of the excursion fleet was following behind.

HIGHLANDS, September 12, 2:30 p. m.—Defender can dimly be seen on the port tack. She will probably finish about 3 o'clock.

2:47 p. m.—Defender has come about on starboard tack, headed in this direction. She has one mile to make before she crosses the finish line.

LORD DUNRAVEN'S DENUNCIATION.

The Interference of Excursion Steamers His Topic.

NEW YORK, September 12.—Lord Dunraven's strong denunciation of the interference of excursion steamers with the racers is looked upon in quite a serious light, as there seemed no doubt that he meant what he said when he threatened to withdraw from the race if interfered with today. His letter on the subject is as follows:

"Gentlemen:

"I, with great reluctance, let me write to inform you that I decline to sail Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons:

"First. To attempt to start two such large yachts in such close proximity, and with moving steamers and tugboats in my opinion, exceedingly dangerous, and I will not further risk the lives of my men or of the ship.

"Second. At the start of the first race the crowd was so great that we could not see the markboat, and could not tell when we were near the line; and we were much hampered by steamers, especially on the return.

"Today on the reach home eight or nine steamers were to the windward of me, and what worse, a block of steamers were sailing along close to the topmast of my ship. I sailed nearly the whole distance in tumbling, broken water and the heavy wash of the boats.

"To race under these conditions is, in my opinion, absurd, and I decline to submit myself to them again.

"I would remind your committee that, foreseeing the trouble that might occur, I urged upon them the desirability of sailing from the harbor under close cover of the New York harbor, and that they refused to do so. At the same time I would testify to my full belief that your committee have done everything in their power to prevent overcrowding.

"The fact is that when a contest between two yachts is so popular and attracts such crowds of people, if the races are sailed in the immediate neighborhood of a great city and the danger to the races and times of starting are known and advertised, it is impossible to keep a course free from causes of exceptional danger.

"I am sure that your committee are fully aware of the probability that the result of the match will be decided according to the relative merits of the competing vessels.

"I have the honor to remain your obedient servant.

"The America's Cup Committee."

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched up, and partly measured by electric light.

According to the lightening of the British yacht raised her from two and one-half to three inches on the water line.

Valkyrie yesterday was towed to the Erie basin, lighted of two tons of lead ballast, forward, scrubbed and touched